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SR 167 / 8th St E Vic to S 277th St Vic - Southbound HOT Lane Project
RFP Questions and Answers #1 - October 14, 2014

Question	RFP Reference	Question	Date Received	Response
1	ITP - 2.1 & 2.2	Section 2.1 of the ITP requires an organizational chart that illustrates key components, relationships and reporting structure and Section 2.2 of the ITP requires an org chart that illustrates the QA and QC organizations. Can one org chart be included to accomplish both objectives? The org chart would be included in Section 2.1 and Section 2.2 would refer to it.	9/9/2014	Yes.
2	Appendix A2	In reviewing the conceptual design alignment and profiles for ramps, we have found some gores that require a steep cross slope (10%) when using the conceptual ramp profile and mainline widening. We have not found any specific limits for gore cross slopes in the RFP or reference documents. Per Design Manual 1230.04(3), a shoulder may be increased to a 6% cross slope, and the maximum difference in slopes between the lane and shoulder is 8%. Is it the intent that gores can follow this shoulder cross slope if justified? Or is the intent to allow steeper or flatter gore cross slopes?	9/29/2014	Yes, the cross slopes can follow the shoulder cross slope requirements.
3	2.17.1; page 2.17-1, line 19	Should this line read: "Uninterrupted Power Supply system (UPS), Signal System #3 only"?	9/29/2014	Yes. WSDOT will prepare an addendum to address this issue.
4	2.17.3.9	At the 8th St. E./West Valley Hwy. and 8th St. E./SB ramps intersections, visibility limiting signal heads will be required due to the close proximity of the two intersections. What standard does Olympic Region use in these cases (i.e., programmable, louvered)?	9/29/2014	Section 2.17.4.1 states that the WSDOT Northwest Region Current Practices in Electrical Design applies to this location.
5	2.17.3	Will any master controllers be required for the interconnected signal systems?	9/29/2014	Yes. WSDOT will prepare an addendum to address this issue.
6	2.17.3; page 2.17-4, lines 35-36	Can this provision be expanded to include mounting of APS pushbuttons and ped heads on Type 1 signal standards?	9/29/2014	Yes. WSDOT will prepare an addendum to address this issue.
7	2.17.3.9; page 2.17-7,	Does this preclude the use of flashing yellow arrow (all arrow heads)?	9/29/2014	Yes. All arrow displays for left turn signals shall be used for protected-only operations.
8	2.17.3.11; page 2.17-8, lines 14-15	Will speed studies also be required for Signal Systems #1 and #2? Olympic Region advance loop spacing based on 85th percentile speeds, not posted speed limit.	9/29/2014	Yes. A speed study is required to determine the 85th percentile speeds.
9	Appendix T4; page 6, section 1.6.2.1	WSDOT NWR ITS Current Practices Supplement says existing ITS cabinets that are more than 10 years old must be replaced. We have identified several cabinets that are more than 10 years old that the IT Conceptual Plans do not show as being replaced. Will we be required to replace old cabinets that are not shown as being replaced on the IT Conceptual Plans? Also, please clarify when the 10 year period ends – is it the Notice to Proceed for this project?	9/29/2014	See Addendum 4.
10	Contract Form, Exhibit A	Does the Contract Form Exhibit A, Project Description South Project Limit - SR 167 MP 10.48 and North Project Limit - SR 167 MP 18.24 and the east/west definition define the limits of works for the new improvements of Signing? If yes does signing need to be potentially replaced within these boundaries if older than 5 years?	10/2/2014	
11	Contract Form, Exhibit A	Does the Contract Form Exhibit A, Project Description South Project Limit - SR 167 MP 10.48 and North Project Limit - SR 167 MP 18.24 and the east/west definition define the limits of works for the new improvements of Roadway? Or does the Pedestrian Facilities Improvement Line Control?	10/2/2014	The Contract Form Exhibit A defines the Project limits. The limits of specific Work involved in this Project are further defined in Chapter 2 of the RFP. The limits of Work for the pedestrian facilities improvements are delineated on the Conceptual Plans as defined in Section 2.11.3.10.1.

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12	Contract Form, Exhibit A	Does the Contract Form Exhibit A, Project Description South Project Limit - SR 167 MP 10.48 and North Project Limit - SR 167 MP 18.24 and the east/west definition define the limits of works for the new improvements of drainage? If yes, does drainage need to be evaluated for the existing conditions for this boundary and potential new improvements?	10/2/2014	
13	Contract Form, Exhibit A	Does the Contract Form Exhibit A, Project Description South Project Limit - SR 167 MP 10.48 and North Project Limit - SR 167 MP 18.24 and the east/west definition define the limits of works for the new improvements of ITS/Tolling? If yes, does ITS/Tolling need to be evaluated for the existing equipment for this boundary and potential new improvements?	10/2/2014	
14		The RFP documents would require ramp lighting prior to SR 167 MP 10.48 (Begin Project). Are those luminaires required or omitted from the design if outside of project bounds?	10/2/2014	The 8th St E to SR 167 southbound on-ramp will remain as-is and this on-ramp is located outside of the Project limits. Therefore, the Design-Builder is required to provide ramp lighting up to the gore area (see Design Manual Exhibit 1040-3, July 2014).
15	Appendix T4; Sections 2.2.2 and 2.2.3	Appendix T4 Sections 2.2.2 and 2.2.3 require that a “screened, 2-inch drain pipe” be installed between cable vaults and pull boxes and any drainage ditch, swale or pond within 100 feet. Please clarify whether this requirement only applies when the cable vault/pull box and drainage ditch, swale or pond are on the same side of the road or is it intended to apply even when they are on the opposite sides of the road. Does is apply to CAVBS or Media Filter Drains?	10/2/2014	This will apply regardless of which side the cable vault or pull box needs to drain to. Yes, the vault may drain to a media filter drain, a CABS, or a CAVFS.
16	2.18.4.10	RFP Section 2.18.4.10 requires new communications equipment provided in all ITS cabinets. Please confirm that this is required for all existing ITS cabinets, and not just new, within the project limits.	10/2/2014	
17	Appendices M1 and T4	The conceptual drawings indicate the following existing ITS cabinets and equipment to remain. However, they appear to be older than 10 years from the Notice to Proceed date (per as-builts provided). Please confirm the age of these devices and replacement requirements per the Appendix T4 Section 1.6.2 that will apply. a. 167vc01580 b. 167es01586 c. 167es01628 d. 167es01687 e. 167es01738 f. 167es01784 g. 167vc01796 h. 167es01799 i. Auburn FTC at STA LM 527+50	10/2/2014	This portion of Conceptual Plans is reference. The DB is required to meet all design and construction contract requirements in accordance with the RFP and the Mandatory Standards. Also, Per General Provision 1-02.4, WSDOT recommends performing a field review to verify information. Please let us know if you would like to arrange a field visit with WSDOT ITS Maintenance.
18	2.16.3.4.6 and Appendix M1	There are several pull boxes/cable vaults in the median between STA LM’ 683+50 and 726+00 shown as existing to remain. Are these cable vaults and pull boxes standard duty and, therefore, need to be upgraded to the heavy duty standard per RFP Section 2.16.3.4.6? Are as-builts available to confirm?	10/2/2014	This portion of the Conceptual Plans is reference. The DB is required to meet all design and construction requirements in accordance with the RFP and the Mandatory Standards. Per General Provision 1-04.1, "The Design-Builder's reliance on any aspect of the Conceptual Design other than the Basic Configuration shall be at its own risk." Also, Per General Provision 1-02.4, WSDOT recommends performing a field review to verify information. Please let us know if you would like to arrange a field visit with WSDOT ITS Maintenance.

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19	2.18.5.1, Appendices M1 and T4	The conceptual drawings do not appear to indicate new maintenance pullouts and access roads at cabinets and ITS devices as required by the RFP Section 2.18.5.2, and Appendix T4 Sections 1.7. Please confirm that these are necessary for all proposed and existing cabinets, CCTV camera installations, HAR transmitter (maintenance access road), and Environmental Sensor Station (maintenance access road).	10/2/2014	The pullouts and access roads shown in the Conceptual Plans are reference elements. The Conceptual Plans do not show all contractually required maintenance pullouts and access roads. Contractually required maintenance pullouts and access roads are necessary.
20	2.16.3.3.4	Design areas for illumination have recently been reduced and the lighting analysis allows a reduction in the number of luminaires required to adequately light the required design areas. Reviewing the calculation results revealed areas where the number of luminaires can be reduced such as city streets adjacent to ramp terminal intersections and on interchange ramps where additional or redundant lighting may be beneficial if left in place and changed to LED heads (where applicable). In cases such as these where Engineering judgment may lead to some redundancy we have the following question – Does WSDOT prefer to remove existing light standards and luminaires that are no longer needed to properly illuminate required design areas, leave as is, or replace luminaires with LED where applicable? See attached examples to illustrate question.	10/6/2014	
21	2.18.4.4	Section 2.18.4.4 mentions that “At interchanges, camera shall be located to provide a full view of the intersecting arterial and ramps, and all pavement surfaces within the limited access and within the Project limits shall be completely visible by CCTV.” Section 2.18.4.4 also mentions that “no trees shall be removed to obtain the required visibility for new or existing cameras”. The existing and proposed cameras shown on the conceptual ITS drawings do not appear to provide adequate coverage for all the ramps with respect to the foliage at the SR 18 interchange and the project’s lateral limits defined by Contract Forms and Appendix Q2. Confirm that additional camera(s) are required.	10/8/2014	The camera locations on the Conceptual Plans are reference. The DB is required to meet all contract requirements.
22	Appendices M1, N1, and T4	Per the concept drawings and as-built drawings, the following on- and off-ramps appear to be missing existing merge loops (per T4 3.2.3.14.6) and off-ramp loops (per T4 3.2.3.12) at the following locations: a. 15th St SW – NB off-ramp to SR 18 loop b. 15th St NW – SB on-ramp merge loop c. 15th St NW – NB off-ramp loop d. 15th St NW – NB on-ramp merge loop e. S 277th St – SB on-ramp merge loop f. S 277th St – NB on-ramp merge loop Please clarify, are new loops and conduit system required for these locations?	10/8/2014	The merge loops on the Conceptual Plans are reference elements. The DB is required to meet all contract requirements. In accordance with Section 2.18.4.2.1 of the RFP, "All lanes, ramps, and special use facilities within the Project limits shall have fully functioning induction loop detectors upon Physical Completion."
23	Appendix T4, Section 3.1.2.7	The distance between existing cameras at 167vc01477 and 167vc01580 appear to exceed the Appendix T4 Section 3.1.2.7 maximum spacing requirement of 4500’. The conceptual plans do not indicate a new camera between these two existing installations. Please confirm that the maximum spacing requirement applies to these two existing camera installations.	10/8/2014	The camera locations on the Conceptual Plans are reference. The DB is required to meet all contract requirements. In accordance with Section 2.18.4.4 of the RFP, “All pavement surfaces within the limited access and within the Project limits shall be completely visible by CCTV cameras.” Section 3.1.2.1 of ITS Current Practices Supplement states, “Camera shall provide 100% coverage of all freeway lanes and ramps.”

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24	Appendices M1 and T4	The conceptual plans do not indicate a CCTV camera within 2000’ of the existing TRS 167rs01660. Please confirm that the 2000’ requirement in Appendix T4 Section 3.1.2.2.2 applies for existing TRS signs.	10/8/2014	Yes, it applies to both existing and new TRS signs.
25	Appendix T4, Section 1.6.2.1	Appendix T4 Section 1.6.2.1 specifies that cabinets older than 10 years (as of the NTP date) need to be replaced. Please confirm that this 10 year requirement applies to electrical service and transformer cabinets as well.	10/8/2014	No. This 10 year requirement in the NWR ITS Current Practices Supplement applies to ITS cabinets only and does not apply to electrical service or transformer cabinets.
26	Appendix T4, Section 3.2.3.16	Appendix T4 Section 3.2.3.16 specifies the maximum detector lead-ins and stop bar loops (demand and passage) at metered ramps as 500ft. It also specifies the maximum detector lead-in for all other loops at metered ramps as 800ft. The conceptual plans indicates lead-in length that exceed this requirement for the following locations: a. 8th St E – SB on-ramp merge loop and NB mainline loops. b. 8th St E – NB on-ramp merge loop and SB mainline loops. c. Ellingson Rd – SB on-ramp merge loop and all mainline loops. d. Ellingson Rd – NB on-ramp merge loop and SB mainline loops. e. 15th St SW – SB on-ramp merge loop and NB mainline loops. Confirm that the detector lead-ins maximum length requirements apply for these locations.	10/8/2014	Appendix T4 is a contract document, and the lengths shown on the Conceptual Plans are reference. Yes, the requirement applies for all locations listed.
27	2.26.3.6.3	Section 2.26.3.6.3 requires the DB to “write, provide and install” all software and any needed hardware to ensure the electronic displays are fully compatible with and completely capable of being operated by WSDOT’s existing computer system, while requiring no additional software or software modifications.” Writing software would appear to constitute additional software or software modifications. Please clarify the intent of this requirement and whether software development is within the scope of this project for the DB.	10/8/2014	The Design-Builder needs to provide all software loaded on to the TRS. This software shall not require modifying WSDOT existing computer systems or require any additional software.